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[WHOLE No. 228.]

## CONGRESSIONAL DOCUMENT.

### LIGHT HOUSE ESTABLISHMENT.

*Letter from the Secretary of the Treasury, transmitting a report of the Fifth Auditor, in relation to the execution of the act of the 7th July last, for building Light-houses, Light-boats, &c.*

[Dec. 13, 1838. Read and laid upon the table.]

### EXTRACTS FROM THE REPORT OF LIEUT. GEO. M. BACHE.

By a clause in the third section of the act, the officers making the inspection under it are required also "further to report whether, in their judgment, the public interest requires any modification of the system of erecting, superintending, and managing the light houses, light boats, &c., and if so, in what particulars." The fulfilment of this duty is entered upon with diffidence, after a due consideration of the magnitude of the interests affected by the proper organization, efficiency, and economical administration of the establishment in question.

In order to present the subject properly and in a connected form, it may be well to take a hasty review of the progress and management of the light house establishment from its origin to its present organization, as detailed in authentic public documents.

It appears that immediately after the formation of our Government, and prior to the year 1789, the few light houses then existing were maintained at the expense of the States in which they were situated. By an act of Congress passed in 1789, the expense of their maintenance was assumed by the United States, and their management confided to the Treasury Department, with which it has ever since remained. The first light house erected by the General Government was that upon Cape Henry, in 1791; and from that date to the year 1800, eight new lights were established, making the total number 16. They were placed upon the most frequented and dangerous points of the northeastern and middle portions of the Atlantic coast; three of them are within the present third district, and will be more particularly referred to. Prior to the year 1812, the number of light houses had increased to 49, and their establishment extended along the southern coast to Louisiana; the buildings were generally constructed by contract, and were inspected, before being received, by the superintendents of the districts in which they were situated. The lanterns were furnished with the common spider lamp, without lenses or reflectors; and the oil for their use was stored in the custom houses, and delivered at the light houses as it was required.

In the year 1812 an improvement was made in the lighting apparatus, by the substitution of argand lamps for the common lamps then in use, and the addition of metallic reflectors. This was effected by a contract entered into by the Secretary of the Treasury with Mr. Winslow Lewis, of Boston, by which the United States purchased of Mr. Lewis his "patent right to the plan of lighting light houses by reflecting and magnifying lanterns," for the sum of \$20,000; the contractor agreeing to fit up, according to said plan, all the then existing light houses, and those that should be established in the following two years, so that the new apparatus should give a more brilliant light, with a supply of one-half the oil formerly consumed; the expense of materials, making, and fitting the apparatus, being borne by the United States. The reflector then introduced, and to a great extent still in use, is made of copper, plated with silver on its concave surface, which is

modelled into the shape of a paraboloid; this reflector is similar in form and material to those placed in the light houses at Inch Keith, in the Frith of Forth, in the year 1803, and is similar in form to those composed of facets of mirror glass, which were in use in the Scottish lights as far back as the year 1786. The lens employed in conjunction with the argand lamp and reflector, is a mass of impure glass weighing over 8 lbs., and has already been described in the account given of light No. 1.

Up to the year 1822, the number of light houses had increased to 70; they were supplied with oil, &c., under a contract entered into with Mr. Lewis, who received from the United States one-half the oil previously consumed in their maintenance. Contracts for oil have since been made with other individuals; and differ from this, by substituting a certain sum for the maintenance of each light, in lieu of the former mode of payment.

At the commencement of the present year, there were in operation upon the sea coast, and the shores of the great inland waters of the United States, 204 light houses, together with 28 light boats, which are placed near dangerous reefs and shoals, where it is difficult or impossible to procure a secure foundation for a permanent building.

The system under which this establishment has thus increased, and is at present conducted, it is now necessary to examine; and, in so doing, the facts elicited by the examination of the lights will be referred to, in order to show its practical operation; seeming defects in the system will be pointed out, and, in obedience to my instructions, such propositions made for its modification as the public interest may appear to require.

The authority for establishing a new light house is derived from the act of Congress making the appropriation for its erection; such appropriations are generally made upon the representations of petitioners that by the object proposed the navigation in its vicinity will be benefitted. Prior to 1837, no strict inquiry appears to have been instituted, in order to ascertain the necessity for establishing the new lights applied for, the amount of benefit to be derived from them, or the injury liable to be produced by their multiplicity; and as the check upon improper applications, created by the imposition of a direct tax upon vessels passing a light, does not exist in this country, it is not surprising that light houses have been applied for, and placed in situations where the service rendered by them has not warranted the expense of their construction and maintenance; and by those acquainted with this mode of application, it will easily be understood why the comparatively safe shores of populous districts are seen in many instances studded with lights, while on the unsettled, though much frequented and dangerous portions of our seacoast, they are of much rarer occurrence. This defect in the light house system has already attracted the attention of Congress. By one of the sections of the act making appropriations for new lights in the year 1837, it was provided that, before the improvements specified in the act should be commenced, an examination of their proposed sites should be made, and their usefulness inquired into and reported favorably upon by the Board of Navy Commissioners. By the operation of this provision of the law, the construction of 31 of the proposed buildings, involving an expenditure of \$168,700, was suspended; but while a strict examination of this nature will arrest the construction of buildings of little or no utility, something further appears to be required in order to render the system more equal

in its operation over the different portions of the country.

The appropriation for a building is not founded on an estimate made after having the proper site selected, and the plan of building calculated for it drawn up; but the building is made according to the appropriation and site. In some instances the appropriations have not been sufficient, and works of real importance have been delayed; in others, unsuitable buildings have been erected, in order to bring their cost within the sum to be expended. A light being authorized, the site for it is selected by the superintendent of the district under which it falls; this superintendent is always a collector of the customs; but the duty which thus devolves on him often requires the peculiar knowledge both of the engineer and the seaman. The nature of the foundation, the action of the sea and of the currents in its immediate neighborhood, are among the subjects which require the consideration of the former, while the selection of that position from which the light would afford the greatest assistance to the mariner, is particularly the province of the latter.

The destruction of much public property might have been prevented by a more judicious selection of these sites, and the public interest evidently demands a reform in this particular. In most instances, the plan of the building is furnished from the office of the Fifth Auditor, and the superintendent of the district advertises for proposals to build, in accordance with it. A suitable mechanic is then employed to see that the work is properly done, and upon his certificate, it is accepted. It cannot be denied that, under this system, many buildings have been badly constructed. Within the third district, it is seen that the houses or towers at lights Nos. 4, 7, 21, 23, 26, 28, and 29, are of this description; and the beacons which were destroyed at Black Rock and Bridgeport, also afford striking instances of the misapplication of the public money. All these works, built under the economical system of contract, and intended to be permanent, have not stood the proper test of true economy. The check upon contractors imposed by the supervision which has been referred to, has had but little effect in securing good workmanship, or the faithful performance of their contracts, and it is worthy of remark, that the oldest buildings are now in the best condition; the towers, in particular, of lights Nos. 9, 14, 24, and 13. The three first, erected at the close of the last century, afford a striking contrast to many of those of very recent construction.

The light boats are built under the same contract system, according to plans furnished from the office of the Fifth Auditor, and it is found that on the southern coast, particularly, they are so much injured by dry-rot in the course of four years, "as to cost nearly as much in repairs as would build new vessels." The unseasoned state of their timbers is the probable cause of this rapid decay, and indicates the proper remedy to be applied.

The proper adaptation of these vessels to their stations has not always been attended to; this is observed in the instance of light boat No. 15, which is wholly unfit for the position she occupies, and a want of proper forecast has been shown in the provision for mooring light boat No. 22. These may be exceptions to the general system, but, having occurred under it, they are deemed worthy of attention.

A light house being under contract, separate proposals are at the same time received for fitting it, agreeably with Mr. Lewis's lamp and reflector, and every thing necessary to keep up the light. There is no copy of the specifications of the patent taken out for this apparatus in the office of the Fifth Auditor; but it appears that in thirty-four of the light houses first fitted up by Mr. Lewis, lenses were employed with the smallest class of reflectors. Within the third district they are now in use in light

houses Nos. 1, 17, and 18, and were formerly employed in Nos. 10 and 17. The object of these lenses appears to be to decrease, by refraction, the divergence of that portion of the direct rays from the lamp which fall upon them; but, at the same time, they receive and refract the rays already reflected from the mirrors. The effect these lenses are intended to produce adds very little to the light; and if it be considered that they are very thick, and generally of very impure glass, it will appear that they must absorb much more light than is made up by it; and when placed so as to increase greatly the divergence of the reflected light, as lights Nos. 1 and 17, they are of still greater injury.

The use of these lenses has been discontinued, as the apparatus to which they belonged has required renewing.

The paraboloid form is generally considered the best that has yet been adopted for the reflectors of light houses, that figure having the property of reflecting, in parallel rays, the light radiating from its focus, and producing a divergence or convergence in the reflected rays, according as the flame from which they proceed is nearer to or farther from the vertex of the reflector than the focus. In order to produce the best results from its employment, great care and accuracy are required—

1. In modelling the reflector to the proper form, in securing the permanency of its figure, and giving it a good reflecting surface.

2. In adapting the lamp to the reflector, so that its flame may be in the position which will produce the proper divergence of the reflected light.

3. In placing the axis of reflector in the direction in which the strongest light is required, which is generally on the horizontal line.

Let us examine how these conditions have been fulfilled under the present system.

1. It has been seen that, in some instances, reflectors of a different form from that required by law have been furnished and received. At lights Nos. 24, 27, 28, 29, and 34, they are spherical; and those in Nos. 1, 2, 5, 17, and 18, are so much bent, that it would be difficult to determine the forms originally given them. This latter defect is owing to the great lightness of the reflectors, as many of them are made of metal of which five, and even eight, square inches weigh but a single ounce. In the last-mentioned lights, together with Nos. 4, 6, 11, 16, 19, and 26, the reflecting surface of the mirrors is injured by the abrasion of the silver. In some instances this is effected in the ordinary process of cleaning, and in others it is occasioned by the friction required to free it from the lampblack deposited, owing to the shortness of the tube glasses.

2. The reflectors, in some cases, have not been placed in the positions calculated to produce the best effect; the most remarkable instances of this occur in lights Nos. 19, 23, and 26; but the fixtures in many more of the establishments are such that they are easily put out of adjustment.

3. Owing to the imperfect mode of securing the reflectors to the lamps, and the improper fixtures of the latter, which have already been alluded to, it is found that in lights Nos. 1, 3, 7, 12, 17, 21, and 31, the axes of the reflectors are not on the horizontal line, and are generally elevated above it. By this arrangement, the strongest portion of the reflected light is thrown upwards, and can never meet the eye of an observer from the water.

It is apparent, then, that under the present system a moderate degree of efficiency has not been secured, even in the simple catoptric instruments now in use; and while, by other nations, the aid of science has been called in to render more perfect the different methods of illumination, many of those intrusted with the fitting up and management of the light establishment in this country, have been, in a great measure, ignorant of the nature of the instruments which are its very essence.



The manner in which the oil, wicks, and tube glasses are supplied, is explained in the accompanying letter from the Fifth Auditor. These articles are delivered by the contractors at the different light houses, generally in the months of June or July. Should the lighting apparatus require repairs at this time, they are made while the oil vessel is waiting, and are, consequently, done hastily, and in a very imperfect manner.

Within the third district it was found that the winter oil last delivered had not been tested in any one establishment; and in case oil of bad quality has been furnished, the fact will not be discovered until the oil is required for immediate use. Such was the case, I was informed by the light-keeper at the Morgan's-point light, in the winter of 1836-37. The report of the keeper of Block island light, for the year 1837, also shows that the oil consumed there throughout the last quarter of that year was of the second quality; and in the report of the keeper of Sands's-point light, for the same year, the oil is stated to be not of the first quality. By testing the oil immediately on delivery, and according to a certain standard, this difficulty would be removed, and justice done to both contracting parties.

The modifications required to render the present light establishment more effective, are suggested by the operation of the system under which it is organized. They have already been touched upon in the foregoing examination, and will now be briefly recapitulated.

1. More accurate information respecting the utility of a light appears to be required before its establishment is authorized. This will be obtained by the examination of the locality by persons possessed of the requisite hydrographical and nautical information, and by inquiring into the magnitude of the trade proposed to be benefitted.

2. The exact site for the building should be determined on, upon examination by an engineer and a seaman conjointly, in order that the position which will best show the danger to be avoided may be selected, and, at the same time, a proper foundation for the building may be secured.

3. The appropriation should be based upon an estimate made after the plan of building suited to the locality, and the nature of the lighting apparatus, have been determined on.

4. The faithful construction of the light houses, light boats, and beacons, should be better provided for.

5. More knowledge and care are required in the construction, adjustment, and repairing of the lighting apparatus, and in adapting it to the different light stations; and provision should be made for the introduction of such improvements as may be, from time to time, suggested in the illuminating apparatus.

6. The inspection of the oil on delivery, so as to receive a supply of that article of the best quality, is of the highest importance. It may be proved by the oleometer, an instrument founded on the known difference in the specific gravity of sperm and whale oil, and which has already been adopted by one of the States as the standard for the purity of the former, and it may be subjected to trial by reduction of temperature, and by burning.

7. A more vigorous superintendence, and more rigid inspection, are required; to obtain which, the number of district superintendents should be decreased, and appointments made with the especial view to that service. The keepers of the light houses should be made acquainted with the nature of the apparatus they have in charge, and be instructed in the best manner of preserving it in good condition.

8. A more uniform system of buoyage is required, and its benefits should be equally extended over the navigable waters of the Union.

In order to obtain these requisites, I would most respectfully recommend that, in addition to the present head of the light establishment, the offices of inspector, engineer, and optician, be created:

That the office of inspector be filled by an officer selected from the naval service, whose duty it shall become to examine the localities proposed for new lights; to select the sites for light houses, in conjunction with the engineer; to determine on the positions in which to place the light boats; and to inspect, periodically, the light houses, light boats, and buoys.

That the office of engineer be filled by an officer of the corps of engineers, whose duty it shall be to examine and select the sites for proposed buildings, in conjunction with the inspector; to form plans and make estimates for buildings, and supervise their construction and repair.

That the light boats should be constructed of the most approved models, and of the best materials, at the different navy yards, and delivered to the light department when in readiness to be placed upon their stations.

That the office of optician be filled by an individual possessing suitable attainments, whose province it shall be to decide upon the apparatus proper for each station; and who shall superintend the making of the lamps, reflectors, and such other instruments as may be required in his department, and make periodical examinations of the different light establishments.

I would, also, respectfully recommend that a depot for oil and other supplies for the lights, and for the materials for buoys, be established in each of the present districts on the coast; and that an officer be detailed from the naval service, to whom the immediate superintendence of each district shall be confided; that it shall be the duty of each district superintendent to make himself acquainted with the navigation of his district, and make himself acquainted with the facilities it requires; to visit, frequently, the different light stations, and ascertain that they are in good order and properly kept; also, to inspect the oil and other supplies on delivery, and distribute them as required at the lights, and superintend the buoyage of his district; and that for these purposes a small vessel be provided and placed under his control: and that all the above mentioned officers be under the direction of the head of the light establishment, to whom all reports shall be made, and whose duty it shall be, as at present, to make the necessary contracts, and exercise a general supervision.

All of which is respectfully submitted.

Your most obedient servant,

GEORGE M. BACHE,  
*Lieut. U. S. Navy.*

HON. LEVI WOODBURY,  
*Secretary of the Treasury, Washington.*

#### EXTRACTS FROM THE REPORT OF LIEUT. WM. D. PORTER.

SIR: As the lights along our Atlantic coast and within our numerous lakes, bays, and harbors, have become too numerous for one person, without assistance, (however industrious or intelligent he may be,) to supervise or bring into a proper system of successful operation, under a judicious and economical arrangement, it therefore appears to me that the inconveniences and dangers which may have arisen from a defect of this nature, may be obviated by creating a department exclusively for this purpose, and unconnected with any other, having at its head an officer with suitable qualifications, with others under him attached to different districts, who, by furnishing to the head of the department all necessary information, and acting in obedience to his orders, will give uniformity and efficiency to the whole system. By the adoption of this system, the head of the

department will be enabled to give *authentic*, prompt, and extensive information to all interested for the security of life and property exposed to the dangers of the ocean and in the inlets on our coast. I offer the foregoing suggestions to create a department, on the ground of the established fact, that nothing so much tends to the able performance and despatch of duties as a judicious division of them among officers of activity, zeal, and intelligence. It is by these means that prompt, certain, and full information can be obtained and disseminated by a department so organized. It would be out of place in me to offer any detailed plan for organizing the department aforesaid, inasmuch as it will belong to others, whose elevated station, experience, and superior qualifications, are much better adapted to the undertaking. It may, however, be permitted for me to suggest that the head of such a department might have not only the supervision and direction of the light houses, light boats, beacon lights, buoys, &c., and the officers appertaining to the same, but that, in addition thereto, it should be his duty to make contracts with the various individuals within the range of his authority, whom it may be necessary to employ to meet the objects of Government, and benefit and secure that portion of our commercial and maritime interests for which it is especially intended; that he should have the settlement of all accounts with those having relations with the department; and in all cases where repairs or new light houses, light boats, buoys, &c., may be required, that plans and proposals for the same shall be submitted to him for his consideration and decision, under such regulations as Congress may prescribe. In order that the head of the department may have every light to enable him to make a judicious selection of sites, &c., it would be very advisable to have associated with him in these duties a skillful engineer and optician. Under the system herein proposed, frequent inspections of the light houses, light boats, beacon lights, and buoys, would be advisable. I, therefore, recommend that, if this plan, in whole or in part, be adopted, vessels of a light draught of water be purchased or built, and placed under the command of the district inspectors; these vessels could be constantly and profitably employed, when not otherwise engaged, in delivering all the articles necessary for the light houses light boats, beacon lights, placing and replacing the buoys. By this arrangement the department will not have to acquire information from irresponsible persons, or rely upon the representations of *contractors*, light house or light boat keepers, petitioners, and owners of land, whose views are seldom elevated above selfish considerations.

The present system, of placing different districts under the care of collectors of customs, was, perhaps, suitable to the state of things at the period of its adoption, and was possibly a useful modification of the plan which preceded it; but the increase of commerce, and the changes produced by time, place the existing system in the same relation to the present times as the ancient one bore to the period of the last modification. The prematurely dilapidated and decayed condition of some of the light houses and light boats evidently manifests a defectiveness either in the manner of contracting for them, or a want of skill in the architects or constructors. The principle which has heretofore prevailed, of giving the contract to the lowest, without taking into consideration the best applicant, though it may appear to be founded upon the principles of economy, will not always prove to be the most advantageous. The anxiety of individuals to secure the contract may induce them to offer terms which cannot be honestly complied with without a loss; to save which, the work must be either slighted, or unsuitable materials must be employed. It may be thought that a departure from the principle of giving the contracts to the lowest bidder, would open a door to favoritism; but I

would suppose that little apprehension of this kind could exist with regard to a department conducted by individuals, who owe their situations to irreprouchable character and acknowledged talents. But, in either case, whether the contracts be given to the lowest or best bidder, I esteem it important that the Government should construct and build the light houses, boats, and beacons, under the inspection of competent engineers and architects. The contractors are generally bound down to so low a sum in building, &c., that they are compelled, to save themselves from loss, to use materials of the cheapest, and generally of the worst kind. I, therefore, recommend that the present system of contracting for the erection of light houses be abolished, and their erection placed under the management of a competent engineer. I will here take occasion to observe, that the main tower erected on Cape Henlopen, years previous to the American Revolution, is at present strong and solid, without crack or flaw in the workmanship, and still exhibits evidence of continued durability; whereas the tower at Fire island inlet, built, apparently, after the model of that at Henlopen, is of modern date, has undergone several repairs, and is yet leaky.

The essentials in building light houses are economy, durability, and usefulness. The first and second essentials cannot be obtained in the highest degree under the present contract system; this is fully proved by the condition of the modern buildings. The last and greatest object has also failed, as the object of a light is not only to be seen at the greatest distance the rotundity of the earth will permit, but to be seen at that distance *distinctly*; this object has not been attained. Few of the light houses in the fourth district can be seen *distinctly* as far as the rotundity of the earth will admit.

The following important lights can be seen at the distance herein mentioned, but not so distinctly as to free the mind of the observer of all uncertainty with regard to the identity of the light: Sandy Hook light, 13 miles; Neversink light, 20 miles; Cape May light, 12 miles; Cape Henlopen light, 18 miles; Cape Henry light, 16 miles.

I do not attribute the defects of our lights to an insufficient number of lamps, but to the manner in which the lamps and reflectors are arranged, without an accurate observance of optical principles. There are cases in which some lamps may be usefully and economically dispensed with; in other cases, the reflectors are too remote from each other to produce a proper and powerful condensation of light. The lanterns generally in the light houses in this district are sufficiently large, but, in consequence of being badly lighted, and the interior surface of the dome, stanchions, and sashes dark, the rays of light are absorbed and not reflected. The crossbars of the sashes also stand in too high relief from the plane of the glasses, whereby a considerable quantity of the rays of light are obstructed; the surfaces of the glasses are also in many cases very uneven, which refracts the light so as to weaken its effect upon the eye of the observer.

The light boats in the bays and rivers of this district do not appear to me to be constructed upon the best plan to defend them from the floating ice. I would, therefore, invite attention to the plan of a vessel invented by Commodore James Barron, the bottoms of which are solid, and would effectually resist the heavy and sharp bodies of ice which they must occasionally encounter; and they would not be injured by the ordinary accidents which lighter vessels could not resist.

The light boats, and some of the light houses, from their location, could render great service to vessels in distress during the winter months, and after heavy storms at other seasons of the year, if supplied with proper life-boats, and crews to man them. By this arrangement many lives would be saved, great



distress alleviated, and the revenue saved to the country would sufficiently cover the expenses of boats and the wages of extra men. In adopting this suggestion, it will be necessary to increase the crews of the light boats to ten men, and, at the same time, employ as their keepers seamen who have a knowledge of the management of boats in bad weather. Heretofore most of the light boats have been kept by men (landsmen) who have farms within their vicinity, and who have either employed others at low wages to attend to their duties, or have wholly neglected them. It appears to me that it would be to the interest of the Government, and to all who may be concerned, to place the light boats and houses under the care of old seamen, or warrant officers of the navy or revenue service, who, by long and faithful services, have become too old for more active duty. Men who have for a long time followed the sea, appreciate the advantages of good lights; they would feel it a duty they owe to their brother mariners to keep their lights in good order. In my visit of inspection, I always found it the case that light houses or boats kept by seamen or pilots were in good order. It is to the hardy, industrious, and much-neglected mariner that our country is indebted for much of its prosperity and luxuries in times of peace: and during the wars in which we have been engaged, they have always been foremost in their country's defence. By their untiring industry and indefatigable perseverance, we are enabled to defray a great portion of the expenses for the support of the different branches of our Government. The mariner, from his occupation, is entirely cut off from a direct representation in the legislature of his country. Mostly on the bosom of the boisterous ocean, he is an exile from his country, wife, children, and friends; yet this very separation endears him to the land of his birth, and he feels as great an interest in the prosperity, happiness, and independence of his country, as the wealthy merchant or extensive landholder. The merchant who trusts his frail bark to the guidance of the honest and industrious mariner, indemnifies all his own losses by insurance. He feels not the loss of property by sea, but looks to his policy to meet all disasters; he feels not the distress of the hardy and honest sailor. If his vessel is captured or seized by foreign Powers, or fire destroys his landed cargoes, he has a remedy by an appeal to Congress to indemnify his losses and remit his duties. Not so with the mariner: with the loss of the vessel, his small and hard-earned income ceases, or he is discharged in a foreign country upon a stipend of 20 cents per day, and that often denied by the Government agents abroad. If he is lost with the vessel, his widow and orphans tell a tale of woe, which is seldom heard beyond a prison or alms-house. Much can be done to alleviate the distressed seamen, by having life boats stationed at places herein designated: the Wolf-trap light boat, Willoughby's-spit light boat, light boat on Five-fathom bank, Cape Henry, breakwater, Cape Henlopen, Fire island inlet, and on board the boat off Sandy Hook. And by having the lights on our coast well arranged, and conducted under a proper system, the mariner hails with joy the beacon that directs him to his home and friends; he looks to it as his "pillar of fire by night," and "cloud by day," to direct him into a safe haven; he feels that he is safe when he makes a well-known light. But how frequently do we hear of shipwrecks, loss of lives, and great distress on our coast, during the inclement season of winter—many, no doubt, in my mind, caused from mistakes of lights, and sometimes by having been extinguished for some trifling repairs. This evil should be altered by an act of Congress; and no light should be extinguished for any repairs, without at least six months' notice in every important commercial paper throughout the Union; and, also, the Government commercial agents abroad should be directed to disseminate such information within their agencies.

Having, in the foregoing report, exhibited my views, and given my observations upon what I conceive to be an advantageous modification of the present system for managing the light houses, light boats, &c., it only remains for me to report the actual condition of the same, grounded on personal inspection, as fully and accurately as could be done within the time limited.

### MISCELLANY.

*From the Liverpool Albion.*

**THE BOUNDARY QUESTION.**—The "Boundary Question" is a subject which occupies the public mind, at this moment, as to make any thing that may throw light upon it acceptable: we, therefore, give the following, with the authority of the writer to invite any correction that may be made as to his facts, and merely to solicit such attention to his deductions as they may appear to merit.

Mitchell's map, so often referred to in the discussion of this question, was published in 1755. It was before the Commissioners when the treaty of 1763 was concluded. In this map there is a boundary line distinctly marked, from the mouth of the river St. Croix to its source, and by a line due north to the river St. Lawrence. On the east of this boundary line, in large letters, extending over a great portion of the surface, is printed "Nova Scotia, or Acadia," and, on the west "New England." Here the northwest angle of Nova Scotia is clearly pointed out at the termination of the north line from the source of the St. Croix, on the St. Lawrence. By the treaty of 1763 the Canadas were added to the British possessions in North America: shortly after, the province of Quebec was created, and by proclamation of George III., was made to include the vale of the St. Lawrence, and all the streams which flowed into that river, cutting off from New England and Nova Scotia a portion of their territory. The words of the proclamation are:—"That Quebec shall be bounded, south of the St. Lawrence, by a line crossing that river and the Lake Champlain, in 45 deg. of north latitude, and passing along the highlands which divide the rivers that empty themselves into the river St. Lawrence from those which fall into the sea, and also along the north coast of the Bay des Chaleurs and the coast of the Gulf of St. Lawrence to Cape Rosiers." In 1774 an act of Parliament thus defined this boundary:—"Bounded on the south by a line from the Bay of Chaleurs along the highlands which divide the rivers that empty themselves into the river St. Lawrence from those which fall into the sea," &c. The commissions to the different Governors of Quebec, subsequent to 1774, all describe the southern limits of their jurisdiction to be, "A line from the Bay of Chaleurs along the highlands which divide the rivers that empty themselves into the St. Lawrence," &c. Now no geographical fact is more clearly ascertained than that there is a contiguous range of highlands from Cape Rosiers, extending northward to the river Restigouche, and dividing the streams that flow to the north into the St. Lawrence from those which flow south into the Atlantic Ocean. The sketch given in the Albion, on the 1st instant, will be sufficiently accurate to show this boundary, viz: the north coast of the Bay des Chaleurs along the highlands which divide the rivers, &c., and it can hardly be conceived that passing along the highlands could mean crossing the river Restigouche, in the first instance, and, afterwards, the St. John, and several of its tributary streams, to Mars Hill, an isolated mountain; and, taking such a boundary, it would be indeed difficult to find the "northwest angle of Nova Scotia." This angle, which, prior to the proclamation of 1763, was laid down as the point where the "north line" struck the St. Lawrence, was now removed to where that

line struck the southern boundary of the province of Quebec.

In 1783 a treaty was concluded between Great Britain and the United States of America, in which the boundary in dispute was thus given:—"From the northwest angle of Nova Scotia, viz., that angle which is formed by a line drawn due north from the source of the St. Croix river to the highlands, along the said highlands which divide those rivers that empty themselves into the river St. Lawrence from those that fall into the Atlantic Ocean," &c. &c., the very words of the Act of Parliament of 1774, and certainly the same highlands then designated.

In running this boundary line there are three conditions to be fulfilled: first, making the northwest angle of Nova Scotia one of its resting points; second, leaving the rivers that flow into the St. Lawrence on the one side; and third, those that flow into the Atlantic on the other. All other points have been settled.

The British Government claims "Mars Hill," an isolated mountain surrounded by the tributary streams of the St. John, as the *highlands* meant by the treaty, and thence by a line running between the head waters of the St. John and those of the Penobscot and the Kennebec, they arrive at the highlands contended for by the Americans, along which they proceeded to Connecticut river. Should this line be adopted, not one of the three enumerated conditions would be fulfilled—there could be no such point as a "northwest angle of Nova Scotia"—and thus far the words of the treaty would be nonsense, and, by looking at the map, it will be seen that not a stream along the line empties into the St. Lawrence, the tributaries of the St. John being the only ones on the north; and on the south (according to their own construction) not one empties into the Atlantic Ocean, for the Penobscot, the Kennebec, and even Connecticut rivers empty into bays, as well as the St. John's and the St. Croix. It may be here stated, that there is not on record one single fact to establish or to indicate Mars Hill as being the *Northwest angle of Nova Scotia*; on the contrary, Mitchell's map, known to have been consulted when the treaty of 1783 was concluded, and all others then in existence, and subsequently published until 1814, laid it down as it is claimed by the United States.

The claim of the United States is, from the point already established, as the "source of the St. Croix" westward, of a line running due north to a point where waters actually flow into the St. Lawrence, thence along the highlands dividing these waters from those flowing south and emptying into the Atlantic Ocean.

The argument against this construction is, that the river St. John does not fall into the Atlantic, because it has its mouth in the Bay of Fundy. The reply is, admitting, for the sake of argument, that this be true, still, by following this line, two of the conditions are fulfilled, viz., making the northwest angle of Nova Scotia one of the points, and following along the highlands from which the waters flow into the St. Lawrence; and, surely, it cannot be held, that a mistake or an ambiguity in one part of a description of a boundary would vitiate the whole; provided sufficient remained, clearly to designate the intention of the parties.

In this case, however, there can be no mistake, for, if the river St. John does not fall into the Atlantic, neither does the Penobscot nor any other in that region; and, with a perfect knowledge of this fact, can it be imagined that the Commissioners would use words that could have no application? Would any one seriously contend that the Delaware did not flow into the Atlantic because there was a bay intervening; or that the Bay of Naples was not a part of the Mediterranean; or the Bay of Biscay a portion of the Atlantic?

The first English Commissioner appointed in ac-

cordance with the treaty of 1794, Ward Chipman, Esq., contended for the head of the Scondiac lakes, a point some fifty or sixty miles west of the one since established as the source of the St. Croix, and insisted on a line run due north from thence, which, he expressly admitted, *must cross the St. John's river*, being the true one. Sir Robert Liston, then Minister at Washington, advises Chipman to accede to some informal proposition, which appears to have been made "because it would give an addition of territory to the province of New Brunswick, together with a greater extent of navigation on the St. John's river," of which the English now claim the whole, tributaries and all.

The British Commissioners at Ghent propose "*such a variation of the line of the frontier as may secure a direct communication between Quebec and Halifax.*" The American Commissioners reply, that "they have no authority to cede any part of the territory of the United States," &c. The others say "*the proposal left it open to them (the American Commissioners) to demand an equivalent for such cession either in frontier or otherwise.*" An insinuation was then made, the first ever held out against the validity of the title of the District of Maine. This was promptly repelled by the American Commissioners, and, in a subsequent note from the British Commissioners, they say, "The British Government never required that all that part of the State of Massachusetts intervening between the province of New Brunswick and Quebec should be ceded to Great Britain, but only that small portion of unsettled country which interrupts the communication between Quebec and Halifax, there being much doubt whether it does not already belong to Great Britain." The subject was not again mentioned, and the treaty was again concluded, with regard to this boundary, on the basis of that of 1783.

It is altogether a gratuitous surmise, that "when the treaty was concluded, nothing was known of the interior of the country." Mitchell's map is admitted to have been consulted by the Commissioners, (it was published in 1755) and in it the river St. John is laid down (for all the purposes of the treaty) with as great accuracy as it is in any more modern surveys; and, surely, the highlands, within fifty miles of the St. Lawrence, must have been perfectly well known; it was the scene of many a fight between the English and their French and Indian neighbors; besides they had already had undisputed possession for twenty years, during which time it is more than probable they would have penetrated to that distance. This *terra incognita* had already been explored by an American army, which the appearance of Arnold before the walls of Quebec will testify. In fact, the general course of the river St. John, of the Penobscot, of the Kennebec, &c., was as well known in that day as in the present. But suppose they were not; and that a blind bargain was made, and suppose it had been afterwards found, that the waters flowing into the St. Lawrence had their source in the 45th degree of latitude: could there, then, have been a doubt as to the construction of the treaty?

*Translated for the Buffalo Journal.*

ADMIRAL CHARLES BAUDIN.

The expedition to Mexico has developed, in this Commander, extraordinary ability, which would have been eclipsed in the labors of private life, if the restoration had weighed upon France a few years longer. CHARLES BAUDIN commanded, in 1815, a frigate at Rochefort, when Napoleon arrived there, after his second abdication. The Emperor desired to reach the United States; Mons. Baudin offered to conduct him in safety through all the English fleets. But with his superiors a more timid counsel prevailed. Napoleon confided in the hospitality of the Bellerophon, and here commenced the grand drama which terminated at St. Helena, the 5th of May;



1821, to the eternal shame of the British Government. Baudin, supposing that his attachment to the Emperor would be imputed to him as a crime, by the restoration, resigned his commission, sent back the cross of St. Louis, which had been given him without solicitation, in 1814, and sailed from Havre on private account.

In this new career he developed the quickness and activity which distinguished his genius. But in all matters of interest, Baudin lost none of his former patriotism; and upon the breaking out of the revolution of July, he marched to the succor of Paris, at the head of the National Guard of Havre. In this revolution, which he had so ardently desired, all his fortune was expended; he retained absolutely nothing but honor; and that the education of his young daughters should not be interrupted, it became necessary that the Government of July should grant them the sum of two hundred and fifty crowns. Mons. Baudin was reinstated in the service, with the rank of captain of a frigate.

The prejudices which reigned in the navy against officers appointed from the commercial service are well known. To vanquish completely these prejudices, was the good fortune of Duquay, Trouin, Jean Bart, and Baudin. After a laborious cruise, on the coast of Portugal, Mons. Baudin was promoted, in 1833, to a captaincy. During this cruise, he addressed a memoir, on divers diplomatic questions, to the Minister of the Marine. This memoir was communicated to M. Broglie, Minister of Foreign Affairs, who said, after having read it, "I should be very happy to have, in my department, many men capable of writing a work as exact and profound." Nevertheless, Capt. Baudin had not, as yet, succeeded in entirely suppressing, among his comrades, the prejudices of which we have spoken. They were not ignorant that he had gained all his honors by his own prowess; that he had always shown himself superior to the rank which he held. Notwithstanding all this, they were continually repeating, "He quitted us to engage in commerce." Perhaps we may trace the correction of this to a circumstance which transpired in 1835.

Mons. de Kernel was then on a cruise in the Mediterranean, with Capt. Baudin, who was his senior officer. An order given by the commander of the division was not executed by M. de Kernel. For this he was tried by a court martial, and *unanimously acquitted*. This acquittal produced a sudden reaction in favor of Capt. Baudin. His firmness in endeavoring to punish the disobedience, even of an ancient friend, won him the esteem and respect of all; and consequently the marine officers unanimously applauded his appointment to the command of the expedition to Mexico; and on the first of May, 1838, he received the rank of rear-admiral.

All are acquainted with the details of the attack upon St. Juan de Ulloa, where Admiral Baudin showed himself so intrepid, so calm, so mindful of the loss of blood and men, and at the same time disregarding all personal danger. We should add that there is no citizen more devoted to the liberty of his country, or less mindful of the freaks of fortune.

**A BIVOUAC.**—I know few things more enlivening and refreshing to the mind than the sudden starting into life and activity of an army from its high bivouac. I have risen before the first sound of the morning drum—the night was clear, the moon bright, but calmly bright, the stars sparkled in brilliancy, the hills in one direction were clothed in silver light, in another their dark masses cut sharp, and clear on the bright sky. Some few of the bivouac fires glared red; many more were dying gradually away; the ground was covered around with thousands of forms buried in profound sleep; horses in numbers were reposing. The whole scene was motionless, calm, and silent. It is an hour well

suited for meditation. I have thought more in five minutes at these times than during months in other situations. How numerous are the scenes of former days which then crowd upon the mind! how calm and softened they present themselves! they, perhaps, even wear a shade of melancholy, but so slight as not to be unpleasing; it is no more than the effect of the surrounding silence, and of the momentary quiet of your own breast. But the eastern sky wears a paler hue, a beat or two is heard from the head-quarter guard, and the next instant the drums of the nearest regiment beat *la Diane*; this is taken up by others, by the trumpets of the cavalry, of the artillery, by the full bands of many corps; all around, both near and in the distance, is this enlivening call now heard, and there certainly exists not a more inspiring and beautiful, though simple air. As the strains of music swell on the ear, the hitherto motionless multitude start on their feet. The fires blaze more brightly, the clang of arms, the words of command, the neighing of horses, are heard in all directions—all is life, noise, and activity; for the moment, hardships, fatigues, and privations are all forgotten; your blood circulates warmer and quicker; your mind is occupied with what is to be done, and with the hopes that the coming day may bring with it occasions for obtaining distinction; and you wonder how you could but the moment before have felt sentimental. The soup is eaten, you are in the saddle, the column is formed, the bands strike up some lively waltz or gallop, you think of the fair ones with whom you have danced, you sing some favorite air, and so with a gay and light heart you march on. During this time the stars and the moon have vanished, and the glorious sun shines forth in all his splendor.—*United Service Journal*.

**ANECDOTE.**—The following characteristic anecdote of a British sailor will be read with feelings of deep interest. The subject of it was the father of Sir T. Trowbridge, now one of the Lords of the Admiralty:—"A curious scene occurred on board the *Sans Pareille* on the morning of the first of June (Lord Howe's action); Captain Trowbridge, who had been recently taken in the *Castor*, with his convoy bound to Newfoundland, was a prisoner on board the French ship just named, where Rear-Admiral Nouilly had his flag flying. After Lord Howe had obtained his position, and had drawn his fleet in a line parallel with that of the enemy, he brought to and made the signal to go to breakfast. Trowbridge knew the purport of the signal, and telling it to the French Admiral, they took advantage of the time allowed them for the same repast. Trowbridge (whose appetite never forsook him on these occasions) was helping himself to a large slice from the brown loaf, when the French captain observed to him by an interpreter, (for Trowbridge would never learn their language) that the English Admiral showed no disposition to fight, and he was certain did not intend it. 'What!' said the English hero, dropping his loaf, and laying his hand almost too emphatically on the Frenchman's shoulder, while he looked him furiously in the face, 'not fight! stop till they have had their breakfast: I know John Bull well, and when his belly is full you will get it.' In a few minutes after this the fleet bore up to engage. Trowbridge was sent into the boatswain's store room, where for a length of time he leaned against the foremast and amused himself in pouring out every invective against the French, and the man appointed to guard him. Suddenly he felt the vibration of the mast and heard it fall over the side; when grasping the astonished Frenchman with both his hands he began to jump and caper with all the gestures of a maniac. The *Sans Pareille* soon after surrendered, and Trowbridge assisted in getting her to rights and towing her into port."—*Brenton's Naval History*.

**BRITISH NAVY AND ARMY ESTIMATES, for the year ending 31st March, 1840.**

<i>Navy.</i>	
Wages to seamen and marines,	£ 1,030,089
Victuals for do	546,625
Admiralty Office,	113,924
Registry of merchant seamen,	2,550
Scientific branch,	26,597
Establishments at Home,	121,319
Abroad	16,694
Wages to Artificers at Home,	468,059
Abroad,	27,430
Naval stores, &c., for the building and repair of ships, docks, wharves, &c.,	856,637
New works and improvements, and repairs in the yards, &c.,	159,992
Medicines and medical stores,	18,309
Miscellaneous services,	50,907
Total for the effective service,	3,492,132
Half-pay to officers	782,230
Military pensions and allowances,	512,548
Civil pensions and allowances,	193,443
Total for the Naval Service,	4,980,353
Army and ordnance departments, (conveyance of troops, &c.,)	150,954
Home Department, (convict service,)	66,204

Grand Total, £5,197,511

<i>Army.</i>	
Land forces,	£3,421,383
Staff Officers,	155,359
Public Departments,	58,708
Royal Military Asylum and Hibernian School,	17,486
Volunteer corps,	79,137
Total for effective service,	3,732,073
Rewards for Military Services,	16,042
Army Pay of General Officers,	102,000
Full Pay for Retired Officers,	57,000
Half-Pay and Military allowances,	517,000
Foreign Half-Pay, &c.,	67,204
Widows' Pensions,	143,942
Compassionate allowances, bounty warrants, and pensions for wounds,	131,800
In-pensioners of Chelsea and Kilmainham, and out-pensioners of Chelsea,	1,308,007
Superannuation allowances,	44,000

Total for non-effective service, £2,386,995

Grand Total for the Army, £6,119,068

The superiority of the percussion musket over that in ordinary use has been strikingly exemplified in the recent trials which have taken place at Portsmouth, from which it would appear that, whilst in the course of 2,000 discharges, from 10 percussion muskets, the cap missed fire only *eight* times, and the loading failed to ignite in *nine* instances; in the same number of attempts with the flint musket, the priming missed fire 822 times, and the loading missed 70 times after the priming had exploded. A great advantage is also gained as it regards expedition by the use of the percussion musket. Thirty rounds discharged by platoon, with the percussion muskets, occupied 20 minutes, the same number of reports with the old muskets, 26 minutes. We can readily believe every thing that has been asserted by Colonel Mitchell and others of the efficiency of the musket.—*United Service Gazette.*

A REAL CREMONA VIOLIN for sale at this office and a case with it, if required. It was manufactured by John Carol Klotz, in Mittenvald, An. 1767, may be depended upon as genuine, and is said to be well calculated for the leader of an orchestra. Terms made known on application. April 25—3t

**WASHINGTON CITY;**

THURSDAY, ..... MAY 16, 1839.

**NEW PUBLICATIONS.**

Theory, Practice, and Architecture of Bridges. The Theory by JAMES MANN, of King's College; and the Practical and Architectural Treatise by WM. HOSKING, F. S. A. Illustrated by 100 engravings of examples of stone, timber, iron, wire, and suspension. London: John Weale, 59 High Holborn. Part 1, just published; Part 2 to be published on the 1st April, and the succeeding parts (12 in all) to be ready for delivery on the 1st day of every month.

Hassler's Tables, corrected and improved, have been re-published in London, by Simpkin, Marshall, & Co.

Cooper's Naval History of the United States, just published in this country by Lea & Blanchard, of Philadelphia, was nearly ready for sale in London on the 13th April; published by R. Bentley.

**LIGHT HOUSE SYSTEM.**

Our readers were informed in August, 1838, that in compliance with an act of Congress, passed during the session then just closed, the sea and lake coast of the United States was divided into eight districts, and an officer of the navy assigned to each, whose duty it was to survey and examine the district allotted to him; to inspect all the light-houses, light-boats, buoys, beacons, &c., and to report upon their present condition and usefulness. They were further directed to report and enquire whether the present public emergencies require any, and, if any, what further additional works and improvements of the above description, and of what kind; and, also, further to report whether, in their judgment, the public interest requires any modification of the system of erecting, superintending, and managing the light-houses, light-boats, &c., and, if so, in what particulars. This enumeration embraces the most material of the duties required of the several officers, who were to make their reports before the commencement of the next session. These reports were made accordingly, and laid before Congress by the Secretary of the Treasury, and printed.

We have been for a long time convinced that there was a want of system in the arrangement and management of our light-houses, and looked upon this act of Congress as a precursor to beneficial legislation on the subject; the last session, however, passed away, without the adoption of any measure whatever.

The evils of partial legislation are exemplified in every branch of service and every interest connected with the General Government. They are apparent in the army, the navy, the militia, and, in short, every question under the jurisdiction of Congress. Every question resolves itself into one of political expediency; its bearing upon the interests of one or the other of the political parties which divide that body is the leading consideration; or it is taken up, discussed, and passed into a law, only when its ne-



cessity is as apparent as the noon-day sun. The root of the evil is in sending too many men to Congress who make politics a trade; and the remedy lies in sending hereafter more practical, working men, and fewer talkers. Every alternate session is spun out into six or seven months; and in the short sessions, the whole business is postponed and crowded into the few last days. An inspection of the laws will show how deplorably loose and carelessly enactments are made; some almost incapable of a clear interpretation, and others containing gross blunders of grammar and syntax. But it is not our purpose now to point these out specifically. We wish only to draw attention to the glaring defects of our Light House System—if *system* it can be called; an establishment in which the whole mercantile community directly, and the nation at large indirectly, are concerned.

Among the reports of the officers, we find numerous letters addressed to, and by them, on business relative to the duties with which they were charged. One of these is from Messrs. E. & G. W. BLUNT, the well known and intelligent publishers of most of the charts used in the country. In it they say:—"The light-houses on the coasts of England and France are so immeasurably superior to those on our own coasts, that *no comparison can be made.*"

\* The fact is, our whole system needs a thorough revision, and doubtless will have it."

With every disposition to give credit where credit is due, and to claim for our country all the merit for enterprise to which she is entitled, we are nevertheless forced to acknowledge that, in some points, we are far behind the age; and our light-house establishment is one of these.

From the reports presented on the occasion, we have selected two from which to make extracts, as appearing to us to convey sound, practical views, worthy of attention and adoption. They are those of Lieuts. G. M. BACHE and W. D. PORTER, and will be found in another part of our present number.

In every vocation in life, system or method is the balance-wheel, by which business is preserved in a healthful and regular action; it promotes ease, thrift, and despatch. Where it does not exist, waste and ruin follow. The sums allowed to the collectors of customs for their services as superintendents of light-houses, &c., would suffice for a uniform, intelligible, and beneficial plan of operations; besides giving employment and experience of a useful kind to many naval officers now pining in idleness, and solicitous for active duty. The small vessels recommended to be used for the purpose of visiting and supplying the light-houses would be good schools for young officers and apprentices, who would acquire in them a knowledge of the coast as well as of navigation. An acquaintance with our extensive coast would be obtained by such a course, in less time and by a larger number, than by the slow, though vastly important, operation of the coast survey now in progress.

\* From a schedule accompanying the report, we find

that the number of light-houses and beacons in the United States, on the 1st January, 1838, was—

In Maine,	-	-	27
New Hampshire	-	-	4
Massachusetts,	-	-	39
Rhode Island,	-	-	10
Vermont,	-	-	1
Connecticut,	-	-	10
New York,	-	-	30
New Jersey,	-	-	1
Pennsylvania,	-	-	2
Delaware,*	-	-	7
Maryland,	-	-	14
Virginia,	-	-	7
North Carolina,	-	-	7
South Carolina,	-	-	3
Georgia,	-	-	7
Ohio,	-	-	12
Louisiana,	-	-	4
Florida,	-	-	8
Michigan,	-	-	7
Alabama,	-	-	2
Mississippi,	-	-	3
Whole number,			205
Light-boats,			28

\* Among these is included *Cape May*, which we had always supposed belonged to the State of New Jersey; but if she has transferred her right of sovereignty to her sister Delaware, who perhaps wants more territory, we have no objection.

From the limited numerical strength of our army and its scattered positions of late years, it has been impracticable to instruct the men in brigade or even regimental evolutions. To repair this defect in some measure, to recruit the skeleton companies, to instil an *esprit de corps* among the men of the different regiments, as well as to afford them some respite after several fatiguing campaigns, it has been determined to form an encampment during the ensuing summer, and preliminary steps have been taken as to the location. After examining the various sites thought to be eligible, the race ground near Trenton, N. J., has been selected, as possessing most advantages. Major MACKAY, Quartermaster, and Lieut. J. E. JOHNSTON, of the Topographical Engineers, have been directed to lay out the ground for encampment.

It is probable that from one to three regiments will be collected at this encampment. The 4th regiment of artillery, just returned from Florida, will be the first on the ground.

COOPER'S NAVAL HISTORY OF THE U. S.—We have received a copy of this work, but shall not find time to examine it until next week. We copy two short notices, from Philadelphia papers of opposite politics.

Captain WILLIAM SMITH, of the U. S. Corps of Engineers, has taken the name of WILLIAM D. FRASER.

Colonel S. Thayer, of the U. S. Corps of Engineers, arrived in Portland on the 3d instant, for the purpose of examining the fortifications of Portland harbor, and making such arrangements to improve them as may be deemed necessary.

**ANNAPOLIS AND ELK-RIDGE RAILROAD.**—We have received a copy of the first annual report of the Directors of this company to the stockholders, which includes likewise the report of Capt. G. W. HUGHES, the Chief Engineer. The length of the road is nineteen miles and three-fourths, and the estimated cost \$340,000, and it is expected that it will be completed and opened for business by the 1st September next, if not sooner. The amount of stock subscribed is \$353,000, leaving about \$13,000 to be applied to the moving power and fixtures on the road.

The advantages of Annapolis harbor, particularly in the winter season, and its conveniences as a naval station, as well as for a naval academy, are incidentally mentioned in the Report of Capt. Hughes, in the following terms :

The natural position of Annapolis is commanding and important. Its fine and commodious harbor, seldom closed with ice, its proximity to the Federal Capital and the capes of Virginia, its neutral and convenient position between the North and the South,—confer on this city great advantages for commerce, and especially recommend her to the notice of the General Government as, under every view of the subject, decidedly the best locality in the United States for the site of a Naval Academy. Such an institution has long been a favorite project with the friends of the navy, which include all classes of citizens ; and as the objection which has heretofore been urged against Annapolis on the ground of its difficult accessibility in the winter, will be removed by the construction of the railroad, it is to be hoped that Congress will no longer delay yielding to the popular feeling on this interesting and important subject.

Annapolis also possesses many conveniences as a naval station. It frequently happens that it becomes necessary to despatch an armed vessel to sea on an emergency, when it is difficult to send instructions to any of the present stations. In the winter when the water communication with Norfolk is closed, considerable delay would be experienced in getting a vessel to sea, if orders were sent to that yard by land. This is also true in relation to army movements, and it is well known that in the winter of 1836, great difficulty and delay were encountered in transporting troops from Baltimore to Florida, whereas if this road had been made, their movements might have been greatly accelerated by embarking from Annapolis. And indeed it is well worthy of consideration whether it should not be the policy of the Government to keep a large military force and stores at Fort Severn, ready to be removed, at any moment when the exigencies of the service might require their presence elsewhere.

It is to be hoped that the friends of the navy will, at no very distant day, urge upon the country, and upon Congress, the expediency of establishing a naval academy, so long wanted. The expense of such an institution, after the buildings shall have been erected, will not be much greater than the sum now annually appropriated for the pay of teachers and professors of mathematics on board the several vessels in commission and at the three navy yards where schools are established.

The inconvenience, indeed the almost utter impracticability, of studying on board a ship at sea, during the short intervals that can be spared from active duty on the quarter deck and other parts of the

vessel where midshipmen are stationed, is known to every officer who has witnessed the attempt.

A naval academy presents so many advantages for improvement to the younger officers of our navy, that it is a source of surprise as well as deep regret, that one was not long since organized.

The N. O. Bee, of the 6th inst., says :—"Major Gen. MACOMB and Gen. WOOL, of the U. S. army, have arrived in this city from Florida. We understand that they have concluded a treaty with the Seminoles ; the exact terms of which have not yet transpired—but the Indians are to keep possession of the 'disputed territory.'"

Thinking it very singular that news from Florida should first reach us by the way of New Orleans, we took the pains to make inquiry and have learned that the above paragraph is entirely erroneous. The editor of the Bee has probably heard of the arrival of Gen. WOOL and his assistant, Lieut. A. S. MACOMB, from their tour of inspection, and has confounded it with a rumor of the movements of Gen. MACOMB, in Florida.

Letters have been received in this city from Gen. MACOMB himself, dated 2d May, and from one of his staff, dated the 4th, at which time they were at Fort King ; and so far from having concluded a treaty, not an Indian had then made his appearance. Even supposing a treaty to have been made, no one could have reached New Orleans in one day from Fort King with the intelligence ; the story is therefore impossible.

#### ITEMS.

The President of the United States has determined not to send a Special Minister to England, at present, in reference to the Maine boundary question.

Captain M. M. CLARK, A. Q. M. arrived at St. Louis on the 29th ult., to relieve Lieut. Col. BRANT in the duties of the Quartermaster's department.

RUFUS KING, Adjutant General of the Militia of the State of New York, and late of the U. S. corps of Engineers, has become the editor of the Albany Daily Advertiser.

H. B. M. sloop of war Ringdove, Captain Stewart, seven days from Bermuda, anchored in Hampton Roads on Wednesday last, with despatches for the British Minister at Washington. Captain Stewart came up to Baltimore in the steam packet Jewess, and arrived in this city on Thursday.

The British Government ship Modeste, recently at Norfolk, arrived at Bermuda on the 28th April, in four days from Hampton Roads.

#### ARRIVALS AT WASHINGTON.

May 6—Lieut. T. L. Ringgold, 3d arty. Dr. Thomas's  
8—Major R. B. Lee, Com. Sub. C street  
Capt. S. Mackenzie, 2d arty. Gadsby's  
9—Lt. J. E. Johnston, Top. Engrs. Mrs. Ulrick's  
Capt. P. St. G. Cooke, 1st Drag. Fuller's  
12—Ass't Sur. J. B. Wells, army, cor. G and 15th  
Capt. W. H. Swift, Top. Engrs. Gadsby's  
16—Capt. B. L. Beall, 2d Drags. Georgetown



## LETTERS ADVERTISED.

WASHINGTON, May 15, 1839.

ARMY—Lt A W Allen 3, Capt B L Beall, Lieut G T Beauregard, Lt Edward Deas, Dr T Henderson, Capt R E Lee 2, Capt W H Swift, Lt H C Wayne, Lieut R D A Wade.

NAVY—Lieut Oscar Bullus, P Mid J J Forbes 2, A F [V] Gray, Lieut B W Hunter, Lieut C G Hunter, Lieut W B Lyne, Lieut R L Page, Lt L M Powell, Mid J P Sanford.

MARINE CORPS—Lt T T Sloan 2.

## PASSENGERS.

ST. AUGUSTINE, April 27, per steamer Florida, from Picolata, Lieut. H. W. Benham, Engr. Corps.

SAVANNAH, May 10, per steamboat Charleston, from Garey's Ferry, Col. Cross and Lady, Col. Twiggs, Captains Bullock, Morgan, McKay, Lt. Thompson.

## ARRIVALS AT PHILADELPHIA.

May 9, Capt. I. Mayo, navy. May 11, Commodore Morris, navy; Gen. R. Jones, Major R. B. Lee, Major E. Mackay, army. May 13, Lieut. W. P. Bainbridge, army.

## COMMUNICATION.

THE LATE LIEUT. D. E. HALE, U. S. ARMY. PLATTSBURGH, N. Y., May 1, 1839.

At a meeting of the officers of the 1st regiment of artillery, stationed at Plattsburgh, N. Y., Lieut. Col. PIERCE in the chair, it was Resolved:

1st. That in the death of our brother officer, 1st Lieut. D. E. HALE, of the 1st regiment of artillery, we feel that we have lost an amiable, brave, and talented companion, and that we sincerely sympathise with his friends in the bereavement they have sustained.

2d. That these proceedings, signed by the Chairman, be published in the Army and Navy Chronicle, and in the Plattsburgh papers.

B. K. PIERCE, Lt. Col. com'g.

## DOMESTIC INTELLIGENCE.

## FLORIDA WAR.

Extract of a letter, dated "FORT KING, April 27, 1839.

"Gen. MACOMB and suite arrived here last evening, and will remain some time for the purpose of negotiating. No Indians have as yet come in to attend the 'talk,' or make the 'Treaty.' There seems to be little doubt here, however, but that they will be in, in a few days. It seems that all the regiments, except two, are to be ordered out of the Territory."

We have purposely forbore the expression of any opinion on the subject of Gen. Macomb's mission to Florida. In the first instance we had learned from competent authority that General Taylor would require so large an increase of troops in order to carry out successfully the "District system," that General Macomb was instructed to repair hither in order to ascertain if Gen. T's estimate had not exceeded his required wants. That the direction of affairs was still to be entrusted to Gen. Taylor, and the country would have the continued services of an officer who had behaved with great gallantry himself, and had an intimate acquaintance with its topography. Gen. Macomb's visit was, therefore, one purely of military observation; and could his services prove directly available, or collaterally so, in the cessation of difficulties, as an officer and a gentleman they would have been given. We have had no faith in "talks" with the enemy; and the best and only argument which they appreciate, is the convincing one of powder and ball, and an allowance of no repose. What are to be the results of this purposed interview, none can foretell; but, without laying claim to any particular foresight, we safely conclude that if the troops are withdrawn from the Territory, nothing like a successful negotiation will take place. Why negotiation should be resorted to, we cannot con-

ceive; it is a tacit admission that the United States are unable to battle with the Indians; and their cunning, equal to the white man's intelligence, will not allow them to overlook this superior advantage. The *district system* is an arrangement promising more success than any plan heretofore put in operation; it is one offering the most perfect system of police, and guarantees to the country a ceaseless and continued examination in quest of the enemy. The impression is, however, gaining ground that the "talk" is to end in such negotiation as will allow the *Indians to remain in Florida*. A course utterly at variance with the repeated assurances of Mr. Van Buren and Mr. Poinsett to us during the winter of '38, and which those distinguished statesmen repudiated as fatal to the best interests of our common country, and the honor of its arms. A course alike fatal in its influence upon the consolidated tribes in the west; and if peace is to be purchased in Florida by a concession to the enemy, at this period of sacrificial blood and treasure, well would it have been for us had a "pacificator" made his appearance, at an earlier date, upon the "Theatre of military operations." The white man of Florida and the Seminole can never live in close communion. The burning blood thrilling through our veins does not allow our hearts to throb with friendship. The frigid son of interest, who would measure the heart's best affections by dollars, may sneer at this unextinguishable fire of hate, and wonder at the indignation which such a proposition induces. The canting sentiment of a false philanthropy, overlooking the holier and more sacred rights due our own race, will exult in the final triumph of the Seminole's stubbornness, and commend, as the highest wisdom, that peace which is purchased "without blood." Let peace be purchased on any terms short of the *Indian abiding in Florida*; let Gen. Taylor be allowed to follow out his views, and the enemy, from being compelled to act in detached bodies, will be gradually brought to fight, wearied out by pursuit, or captured from want of supplies. But in the name of every thing dear to men, we pray for the people of this Territory, that the Government will ratify no overture short of a removal westward. —*St. Augustine News*.

FLORIDA LANDS.—Land in Florida subject to any system of distribution that may be adopted—30th Sept., 1838.

Indian title extinguished to	36,755,840 acres.
Grants for Schools, Canals, &c.	1,078,195 "
Amount sold, up to Sept. 30, 1838,	748,743 "
Balance, deducting grants and sales,	34,928,902 "

FROM THE SOUTH.—Lieut. Col. Harney, 2d dragoons, has made a thorough reconnoissance of the country south, but fell in with no Indians. The garrisons are all well.—*Ibid*.

TALLAHASSEE, May 4.—We learn from Tampa Bay that a short time since the hostile Indians under Nehe Stoco Matta, principal chief of the Tallahassee, with one hundred warriors, went into Tampa, and carried off all the Indian prisoners at that post. They likewise returned the night following, crossed the river, and reconnoitered the post and barracks. They refuse to come in to treat with the whites, and left word with a white man, whom they held prisoner during one night, that if Gen. Macomb wished to treat with them, he must come to their camp. It is said they are unwilling to leave the territory until better satisfied of the situation of their friends who have emigrated; that they will retire down the Peninsula, and defend themselves till overpowered. No depredations have been committed recently, and they declare their intention to remain peaceable unless disturbed by the whites. We have no intimation of General Macomb's further movements.—*Floridian*.

**PENSACOLA, May 4.**—The U. S. sloop of war *Vandalia*, **URIAH P. LEVY**, Esq., commander, arrived here on Tuesday evening last, in 8 days from Laguna de Terminos, where the Captain was detained some days adjusting the difficulty between the late Consul and the Mexican authorities. On the 13th the *Vandalia* sailed from Vera Cruz, leaving the Ontario at anchor. The French and English squadrons were about leaving, and the city becoming settled and quiet. The loss by the fire was estimated at \$500,000. The flag ship, with the *Erie*, *Levant*, and *Warren*, was daily expected.

The following is a list of the officers attached to the *Vandalia*:

**U. P. LEVY**, Commander; *Lieuts.* Law Pennington, S. C. Gist, Edmund Lanier, John N. Maffitt; *Surgeon*, J. Vaughn Smith; *Ass't. do.* W. A. Green; *Purser*, James Brooks; *Midshipmen*, William L. Blanton, Daniel Ammen, H. Godman, Sam'l Marcy, L. R. Law, A. Bertody, Charles Richardson, Israel Wait; *Boatswain*, John Brady; *Gunner*, Thomas Dewey; *Sailmaker*, George Parker; *Acting Carpenter*, D. C. Mellas; *Purser's Steward*, James Duncan.

Commander Taylor arrived here on Thursday last. He is to assume the command of the *Erie*, in place of Commander Smoot, who takes the *Levant*; Commander Paulding goes on leave of absence.

The French steam ship of war *Meteor* arrived here on Sunday last, and sailed on Wednesday morning for Havana. We learn that the large vessels of the French squadron are to spend some time in our harbor. The frigate *Gloire* is expected here shortly.—*Gazette*.

**Capt. WM. ARMSTRONG**, at present Superintendent of the Western Territory, has been appointed Principal Disbursing Agent, for the U. S. Government on this frontier, in the place of Capt. R. D. C. COLLINS, whose term expires in July, under the law passed at the session of Congress before the last, declaring that no officer of the army should hold an appointment in the disbursing department.

This appointment will meet the approbation of every one acquainted with the new incumbent, although our citizens of all parties will regret the necessity which will remove from among us an efficient public officer and an amiable man, who has passed many years in this community.—*Little Rock Gazette*.

The St. Louis Republican of the 4th inst., says that the remains of **Col. RICHARD GENTRY**, of the Missouri volunteers, Captain **VAN SWEARINGEN**, Lieut. **F. J. BROOKE**, and Lieut. **CENTER**, of the U. S. army, who fell in the battle of O-kee-cho-bee in Florida, have been forwarded to that place by the Quartermaster's Department, and would be interred on that day with appropriate military honors.

**CHEROKEE INDIANS.**—We understand that a sword has lately been presented to Lieutenant **EDWARD DEAS**, of the U. S. Army, by some of the Cherokee Indians, as a testimony of their gratitude for his kind attention to their comfort, while he was superintendent in their removal to the West of the Mississippi last winter. This circumstance is alike honorable to that officer, and to the race who have too often met with far different treatment. May they be happy and prosperous in their new homes.—*New York Gazette*.

**ARREST FOR DESERTING A SAILOR.**—Capt. Taylor, of the American brig *Mayflower*, has been arrested by the U. S. Marshal, charged with a misdemeanor in leaving one of his seamen at a foreign port, contrary to a law of the United States. He was held to bail, and will be examined to-day on the charge preferred.—*New York Express*.

**Brig. Gen. R. JONES**, Adj't Gen. U. S. A., has been on a visit to this city for a few days past.

On Monday last he inspected the 4th regiment U. S. artillery at Fort Columbus, under the command of Col. Fanning.—*Ibid*.

We learn that Lieut. Edwin W. Moore, of the U. S. Navy, has been offered by the Government of Texas the chief command of the Texian Navy. We do not know that he has or will accept of the offer, but we do know that he would make there, as he does here, a most valuable and efficient officer. The compliment which has been paid to him is deserved.—*Alexandria Gazette*.

**SOUTH SEA EXPLORING EXPEDITION.**—Extracts from a letter to the Secretary of the Navy from Lieut. Wilkes, commanding the Exploring Expedition, dated on board the

U. S. BRIG PORPOISE,  
Off Cape Horn, Feb. 26, 1839.

"I have the honor to inform you that I parted company with the squadron at Orange harbor yesterday; the Vincennes, under charge of Lieut. Craven, being snugly moored in the harbor, having transferred myself to this vessel, in company with the Sea Gull, for the execution your orders. The Peacock and Flying Fish schooner, with Capt. Hudson, left at the same time, and the Relief would leave to-day for the Straits of Magellan, with a large party of the scientific corps."

"Our endeavors, and that of the Peacock, will be to get as far south as we can at this late season. Although I am aware we stand some chance of being shut up in the ice, I could not resist making the attempt."

"The Porpoise, Lt. Com'dt. Ringgold, is well provided with ten months (as is also the Sea Gull) of every thing that can render us comfortable in the event of such an accident. We are all in fine health and spirits."

**MILITARY ACADEMY.**—The Secretary at War has invited a number of gentlemen from the various sections of our country, to attend the annual examination of the Cadets at West Point. This is well, and enables the community, from year to year, to learn the state of that institution. Much is due to Major Delafield, the present Superintendent, for the good order and discipline now pervading it, as well as to the administration for supporting him. In times past, the superintendents had much to contend against from that quarter. We learn it is contemplated to establish a camp of instruction for "evolutions of the line," not far from this city, and to collect regiments of dragoons, of artillery, and infantry, from the line of the army, whence they could be carried to any point without difficulty. We should deprecate so much of the contemplated plan as proposes to associate the corps of Cadets in this service, for past experience shows such marches, &c., injurious to the young men.

Mr. Kinsley, "late instructor of artillery," has opened, with the approbation of the Secretary at War, a school for the preparation of the candidates for admission. The high standing of Prof. Kinsley is a guarantee that the young men, placed under his care, will enter the institution with great advantage.

The annual examination takes place on the first Monday of June.—*North American*.

**THE CONSTITUTION FRIGATE.**—The officers of this frigate are in want of musicians; they offer good wages. This beautiful ship is bound on one of the most agreeable and interesting voyages man ever made. We have no doubt there will be plenty of volunteers to fill up her band; such a chance to see the world is not often presented to our enterprising young men.—*New York Gazette*.



THE NAVAL COURT OF INQUIRY is still progressing at the Navy Yard; upwards of thirty witnesses have been examined, and it is supposed that about the same number more will be called up before the court adjourns. The court will then decide whether a court martial is necessary to examine further into the charges. The evidence in the case, it is presumed, will not be made public until called for by Congress.—*North American*.

*From a correspondent of the Rochester Daily Advertiser.*

LEWISTON, May 6, 1839.—On the 4th inst. Col. Cameron, the sheriff of the Niagara District, U. C., arrived here in the steamboat Transit, with eighteen American prisoners, who were taken at the invasion of the western district, last fall; were tried and sentenced to capital punishment, and were pardoned by the Lieut. Governor of Upper Canada. They were landed in the presence of a large number of citizens, and seemed to enjoy highly their transfer from a Canadian prison and an ignominious death to liberty and their native soil. The following are the names of the prisoners who were released:

Joseph Grayson, Stephen Meadow, Cornelius Higgins, Israel Attwood, Joseph S. Horton, William Bartlett, Charles Reed, Oliver Crandell, Orrin J. S. Maybey, jr., Robert Whitney, Harrison P. Goodrich, Ezra Horton, William Jones, Daniel Kennedy, David Hay, Sidney Barber.

REV. E. S. TAYLOR.—Over the Seamen's Chapel in Boston, presides one of the very best men that ever lived; and one of the most eccentric. He seems prepared by nature and education for the very place that he occupies, and possesses as much influence over those in his charge as any living man ought to wield. If some of his expressions in the pulpit were a little less singular, it would detract nothing from the dignity which a preacher should support. As a specimen of his language, the Boston Post says, that he besought Heaven "to pity the speculator, the highwayman, and the loafer."

COOPER'S NAVAL HISTORY.—Messrs. Lea and Blanchard have just published, in two handsomely printed octavo volumes, "The History of the Navy of the United States of America, by James Fennimore Cooper," a work, the appearance of which has been eagerly looked for by a large portion of the reading public. A history of this kind, which presents in a continuous form the occurrences of the American Navy from its commencement to the present day, was much wanted, and probably no other man in the Union combined so many qualifications for rendering the work what it should be, as Mr. Cooper, who has the experience of the seaman, and a power of nautical description which has never been surpassed. As it is known that he has devoted much time and attention to the volumes now published, and has availed himself of every means of information to render his statements as correct as they can possibly be made, we doubt not that his present production will be found in every way worthy of his reputation, and that its perusal will give much satisfaction to all who feel an interest in the glory of the country, and are anxious for the reputation and welfare of the right arm of our national defence.—*Pennsylvanian*.

"The Naval History of the United States, by James Fennimore Cooper." is the title of a work just published by Messrs. Lea & Blanchard. The reputation acquired by Mr. Cooper in the earlier portion of his career was based in an eminent degree upon the truth, fidelity, and power, of his sea sketches. Bred a sailor, it may readily be presumed that Mr. Cooper has entered with spirit upon his task, and the bias of his mind has eminently fitted him for accomplishing it. In the preface he has gone at length into an examination of the present system of Naval rank, and the

conclusions at which he arrives are eminently just and perspicuous. He points out forcibly the great want of stimulus to exertion in confining the actual rank an officer can ever attain to the very subordinate one of a captain.

Our limits will not permit us to enter into any extended review of the work. The style is good, and the grouping of his characters, in describing some of the many contests our navy has gone through, reminds us forcibly of that peculiar power of description which in earlier years placed our author without a rival at the head of the sea-novelists of the language. We can cheerfully commend the work to all, and do not regard any library complete which does not contain a copy of it.—*North American*.

*From the New York Gazette, May 13.*

VERY LATE FROM THE PACIFIC.—By the arrival of the ship Natchez, Captain Hayes, in the very short passage of sixty-eight days from Valparaiso, we are put in possession of Valparaiso papers to the 20th of February. We are also indebted to a mercantile friend for the annexed extract from a letter of the 2d of March.

*Extract of a letter, dated VALPARAISO, March 2, 1839.*

A few days since we had a report from an out post in Peru that a battle had been fought, it which the Chilians were victorious, but it required confirmation. Last evening the Boxer arrived from Callao, with Lima dates to the 5th ult., stating that an action had taken place at Yungay on the 20th January, between the Chilian and Peruvian armies of about 5,000 men each, in which the latter were totally destroyed; so completely had been the defeat, that our Lima friends consider the confederation at an end. General Santa Cruz escaped with some of his officers, and has gone to Bolivia, for the purpose of raising another army, but he is so fallen we think he cannot rise. The castles of Callao are in his possession, and commanded by his favorite, General Moran, who has in them 1,500 men, well provisioned, it is said, for five or six months. The Chilians were daily expected in Lima. Admitting that Santa Cruz has lost Peru, we still fear it will be the scene of civil strife for some time to come, for already the party now coming in are quarrelling among themselves. The foreign property had been taken out of the castles and deposited on board vessels in the bay of Callao, ready to be entered at Chorillos, should that port be opened during the siege of the castles, which will probably take place. Thus stands affairs in Peru at our last dates; no business, of course, was doing, nor would there be until affairs were settled.

The U. S. ship North Carolina, Commo. Ballard, and U. S. schooner Enterprise, will sail for Rio de Janeiro and the United States on the 15th of March, and the sloop of war Falmouth for the coast of Mexico 10th of March.

The following is the official account of the battle fought at Yungay, between the Chilian and Peruvian armies:

"Col. D. Pedro Urriola, commanding the battalion Colchagua, which took a distinguished part in the battle of Yungay, has arrived here, the bearer of communications which announce a most glorious triumph of the arms of Chili. Col Urriola left the field of battle ten hours after the victory.

3,400 prisoners, 2,600 killed, the whole park of artillery, the commissariat with more than \$90,000, the equipages, horses, &c., of the Protector's army, are the fruits of this victory. Generals Moran and Urdinenea were killed, the first in the battle of the 6th. Generals Herrera, Guiros, Bermudes, Otero, and Amaza are prisoners, the last mortally wounded. Santa Cruz escaped with 20 men in the direction of Junin. It is believed that his intention was to make for Ica, and embark at Pisco, but a company of Chi-

lian Carbineers, with horsemen, who had been kept in reserve, followed rapidly to overtake him. The pretended *Protector* abandoned the field an hour before the close of the battle.

Gen. Lafuente would march to Huacho with two squadrons of cavalry, and two Peruvian battalions, and would be in Lima and Callao on the 26th and 28th January. General Gamarra would march on the 22d January for Janin and the south of Peru, with a division of the restoring army; and the general in chief would follow with the remainder, leaving Gen. Lafuente the chief military in the north of Peru."

There appears also to have been a naval engagement, of which we translate the following account:

"The naval combat of Casma has terminated in a manner equally happy to the arms of Chili. Four vessels armed by Gen. Santa Cruz, attacked the division of Commandant Simpson, consisting of the corvettes *Confederation* and *Valparaiso*, and the barque *Santa Cruz*, which were completely defeated with much damage, and the loss of the brigantine *Arequipeno*, with a crew of 70 men. The enemy's vessels were the *Edmond* of 20 guns; a barque with 18, the *Arequipeno*, of 9 guns; and a golette, with two swivel guns."

Lieut. HALE, of the 1st Regt. of U. S. Artillery, died in this village on the night of the 30th ult., after a few days illness. His premature death has deprived the army of one of its most promising officers. Young, gallant and enterprising, he bid fair for the highest preferments; but the unsparing scythe of death has laid him with the dead in the morning of his existence. Lieut. Hale was universally beloved by his brother officers, and as the words "dust to dust" were pronounced over his remains, the silent tear was seen to trickle down the cheeks of the company he commanded; which tacitly bespoke how well he understood to temper the stern duty of the officer with the more gentle feelings of the man.—He was buried on the 2d inst. with military honors.—*Plattsburgh Republican*.

**WASHINGTON'S PERSONAL HABITS.**—At the celebration of the fiftieth anniversary of the inauguration of WASHINGTON as President, Mr. Stuyvesant, who presided at the dinner table, gave the following account of the private habits of that great man, which, we are sure, will be read with interest.

1. *George Washington*—His example was perfect: Severe will be the condemnation of him, who seeks his place and disregards the authority of that example.

Mr. Stuyvesant accompanied his toast with some remarks, containing interesting allusions to the private habits and character of Gen. Washington, in substance as follows:—

It cannot be expected, at this time and place, any allusion should be made to the public character of Washington; we are all in possession of his history from the dawn of life to the day that Mount Vernon was wrapped in sable; and after the exercises of this morning, if any attempt to portray his political or military life was made, it would only be the glimmering light of a feeble star succeeding the rays of a meridian sun.

But the occasion affords the opportunity of congratulating the small number of gentlemen present, who enjoyed the privilege of participating in the ceremonies of the 30th of April, 1789; they will recall to their memories the spontaneous effusions of joy that pervaded the breasts of the people, who on that occasion witnessed the organization of a constitutional government, formed by intelligent freemen, and consummated by placing at its head the man in whom their affections were concentrated as the father of their country.

Washington's residence in this city after his inau-

guration was limited to about two years. His deportment in life was not plain, nor was it at all pompous, for no man was more devoid of ostentation than himself; his style however gave universal satisfaction to all classes in the community; and his historian has informed us was not adopted for personal gratification but from a devotion to his country's welfare. Possessing a desirable stature, an erect frame, and, superadded, a lofty and sublime countenance, he never appeared in public without arresting the reverence and admiration of the beholder; and the stranger who had never before seen him was at the first impression convinced it was the President who delighted him.

He seldom walked in the street—his public recreation was in riding. When accompanied by Mrs. Washington he rode in a carriage drawn by six horses, with two outriders who wore rich livery, cocked hats with cockades, and powder. When he rode on horseback he was joined by one or more of the gentlemen of his family, and attended by his outriders. He always attended divine service on Sundays; his carriage on those occasions contained Mrs. Washington and himself, with one or both of their grand children, and was drawn by two horses, with two footmen behind; it was succeeded by a post-chaise accommodating two gentlemen of his household. On his arrival in the city, the only residence that could be procured was a house in Cherry street, long known as the mansion of the Franklin family, but in a short time afterward he removed to and occupied the house in Broadway, now Bunker's Hotel.

Washington held a levee once a week, and from what is now recollected they were generally well attended, but confined to men in public life and gentlemen of leisure; for at that day it would have been thought a breach of decorum to visit the President of the United States in dishabille.

The arrival of Washington in 1789, to assume the reins of government, was not his first entry into this city, accompanied with honor to himself and glory to his country. It was on the 24th of November, 1783; and here again I must observe, the number present who witnessed the ceremonies of that day must be very limited; on that day he made his triumphal entry, not to sway the sceptre, but to lay down his sword; not for personal aggrandizement, but to secure the happiness of his countrymen. He early in the morning left Harlem and entered the city through what is now called the Bowery; he was escorted by cavalry and infantry, and a large concourse of citizens on horseback and on foot, in plain dress; the latter must have been an interesting sight to those of mature age who were capable of comprehending their merit. In their ranks were seen men with patched elbows, odd buttons on their coats, and unmatched buckles in their shoes; they were not indeed Falstaff's company of scare-crows, but most respectable citizens, who had been in exile and endured privations we know not of, for seven long and tedious years.

On that occasion, and on his arrival in 1789, Washington was received, as is well known, by the elder Clinton, who was at both periods governor of the State.

## ARMY REGISTER.

### THIRD REGIMENT OF ARTILLERY.

Colonel.	DUTY OR STATION.
W. K. Armistead,	On leave, Upperville, Va., under orders as member of C't Martial, to convene at St. Louis, June 15.
Lieutenant Colonel.	
Wm. Gates,	Com'g reg't. H. Q. Key Biscayne.
Major.	
Syl. Churchill,	Key Biscayne, Florida
Captains.	
W. L. McClintock,	Tampa, Florida
Thomas Childs,	Fort Pierce, Florida



Elijah Lyon, Fort Cummings, Florida  
John R. Vinton, Fort Dallas, Florida  
Richard B. Lee, Com. Sub. St. Louis, (at present on leave)

Sam. Ringgold, Carlisle Barracks  
Wm. B. Davidson, Fort Lauderdale, Florida  
David H. Vinton, A. Q. M. Brownville, N. Y.  
Hezekiah Garner, Fort Sullivan, Florida  
Martin Burke, Florida

**First Lieutenants.**

R. D. A. Wade, Recruiting service  
Robert Anderson, A. A. G. Elizabethtown, N. J.  
Benjamin Poole, Fort Pierce, Florida  
E. D. Keyes, New York  
Wm. Wall, Carlisle Barracks  
John A. Thomas, Ass't Prof. History, &c. West Point  
M. S. Miller, A. D. C. to Maj. Gen. Macomb  
T. W. Sherman, Fort Pierce, Florida  
C. Q. Tompkins, Fort Lauderdale, Florida  
Wm. Frazer, Carlisle Barracks  
Wm. Mock, Fort Pierce, Florida  
Braxton Bragg, Fort Cummings, Florida  
George Taylor, Fort Lauderdale, Florida  
G. C. Rodney, Fort Dallas, Florida  
E. J. Steptoe, Fort Pierce, Florida  
Rand. Ridgely, Adjutant—Key Biscayne  
Francis O. Wyse, Fort Davenport, Florida  
Buckner Board, Tampa  
J. M. Ketchum, Tampa  
Wm. H. Shover, Fort Pierce, Florida

**Second Lieutenants.**

Milton A. Haynes, Florida  
R. S. Jennings, Fort Lauderdale  
W. A. Browne, Fort Pierce, Florida

**FOURTH REGIMENT OF ARTILLERY.****Colonel.**

John R. Fenwick, On special service, Washington  
Lieutenant Colonel.

A. C. W. Fanning, Com'g reg't. H. Q. Fort Columbus  
Major.

Francis S. Belton, On route to join regiment  
Captains.

John Erving, Acting Major of regiment  
Levi Whiting, Clothing Bureau, Washington  
John L. Gardner, Fort Columbus  
John Munroe, Fort Columbus  
P. H. Galt, On furlough until May 16  
J. M. Washington, On furlough  
Harvey Brown, Florida  
Samuel Cooper, A. A. G. Washington  
W. W. Morris, Fort Columbus  
S. B. Dusenbery, A. Q. M. Tampa

**First Lieutenants.**

E. C. Ross, Fort Columbus  
John B. Scott, Under orders to join company  
Fred. Searle, A. Q. M. Fort Shannon, Flo.  
Francis L. Jones, A. C. S. Fort Gilleland, Flo.  
Wm. P. Bainbridge, Fort Columbus  
R. C. Smead, Fort Columbus  
D. H. Tufts, A. A. Q. M. and A. C. S. Ft. Columbus  
Charles O. Collins, A. Q. M. Plattsburgh, N. Y.  
Frank. E. Hunt, Fort Columbus  
Simon H. Drum, Com'g at Picolata, E. F.  
S. C. Ridgely, Ass't Prof. Eng. West Point  
Edward Deas, Fort Columbus  
John H. Miller, Adjutant—Fort Columbus  
Alex. E. Shiras, Fort Columbus  
Wm. G. Freeman, Fort Columbus  
Joseph Roberts, Ass't Prof. N. & E. Phil. West Point  
James H. Stokes, A. C. S. & A. A. Q. M. Tampa  
J. P. J. O'Brien, Fort Columbus  
John W. Phelps, Fort Columbus  
George C. Thomas, Fort Columbus

**Second Lieutenants.**

Thomas L. Brent, Fort Columbus  
Thomas Williams, Fort Columbus  
E. Bradford, Fort Columbus  
Joshua H. Bates, Fort Columbus  
J. C. Pemberton, Fort Columbus  
Chas. F. Wooster, Fort Columbus  
James R. Soley, Ordnance duty, St. Augustine  
Thos. L. Ringgold, Fort Columbus

**MILITARY INTELLIGENCE.**

*Medical Staff*—Ass't Sur. J. B. Wells, on duty in the Surgeon General's office.

*2d Dragoons*—Col. Twiggs to repair to Washington, and report as Superintendent of Recruiting for his regiment.

Capt. B. L. Beall, relieved from recruiting service at Baltimore by Captain E. S. Winder.

*3d Artillery*—Major Churchill relieved from duty in Florida, and to report to the Adjutant General of the army.

*1st Infantry*—1st Lieut. J. R. B. Gardenier, serving with K co., transferred to B co., stationed at St. Augustine.

*7th Infantry*—Lieut. J. M. Wells has tendered his resignation, which has been accepted.

**NAVY.****ORDERS.**

May 8—Surgeon D. S. Edwards, Navy Yard, Washington, vice S. Jackson, relieved.

Mid. W. M. Caldwell, steamer Poinsett.

11—Comm'r J. Tatnall, det'd fm. Navy Yard, Boston.

Mid. A. W. Stebbins, Navy Yard and School, New York.

14—P. Mid. Thos. W. Cumming, steam ship Fulton;

**RESIGNATION.**

May 11—Thomas O. Glasecock, Midshipman.

**DISMISSION.**

May 9—Charles O. Ritchie, Midshipman.

**U. S. VESSELS OF WAR REPORTED.**

*WEST INDIA SQUADRON*.—Ship Warren, Comm'r Spencer, sailed from Pensacola April 28, to join the Commodore down the Gulf.

Ship Vandalia, Comm'r Levy, arrived at Pensacola, April 30, from Laguna de Terminos.

*PACIFIC SQUADRON*.—Ship North Carolina, Commo. Ballard, and sch'r Enterprise, Lt. Comd't H. Ingersoll, were to sail from Valparaiso on the 15th March, for Rio Janeiro and the United States.

Ship Falmouth, Capt. McKeever, to sail from Valparaiso for the coast of Mexico, on the 10th March.

*MEDITERRANEAN SQUADRON*.—Ship Cyane, Comm'r Percival, off Malaga, March 25, from Gibraltar, bound up.

Schr. Shark, Lt. Comd't Bigelow, dropped down from the Norfolk navy yard to the anchorage off Town Point, on Friday last.

Schr. Wave, Lt. Comd't McLaughlin, sailed from St. Augustine, April 21, on a cruise.

Schr. Experiment and steamboat Engineer, under command of Lieut. Glynn, at Wilmington, N. C., May 10—opposite the town, but would drop down in a few days.

Revenue cutter Woodbury, Lt. Comd't Nicholas, sailed from New Orleans, May 3, for Mexico, having on board as passenger, Col. B. E. Bee, Minister from Texas to Mexico.

**NAVY REGISTER.****PURSEES.**

Samuel Hambleton,  
Francis A. Thornton,  
Edward Fitzgerald,  
Samuel P. Todd,  
James H. Clark,  
Joseph Wilson,  
William Sinclair,  
John N. Todd,  
Joseph H. Terry,  
Thomas Breese,  
John De Bree,  
Charles O. Handy,  
Edward N. Cox,  
John N. Hambleton,  
Garrett B. Barry,  
D. McF. Thornton,  
Josiah Colston,  
Dudley Walker,  
McKean Buchanan,  
Henry Etting,  
James Brooks,

**DUTY OR STATION.**

Waiting orders  
Waiting orders  
Rec'g ship, Norfolk  
Naval Asylum, Philadelphia  
Waiting orders  
North Carolina, 74  
Ohio, 74  
Navy Yard, Boston  
Navy Yard, New York  
Razee Independence  
On leave  
On leave  
Waiting orders  
Waiting orders  
Waiting orders  
Waiting orders  
Baltimore station  
Navy Yard, Washington  
Frigate Constitution  
Waiting orders  
Sloop Vandalia

Grenville C. Cooper,	Frigate Brandywine
Francis B. Stockton,	Navy Yard, Philadelphia
Francis G. McCauley,	Frigate Columbia
William A. Slacum,	On leave
Nathaniel Wilson,	Navy Yard, Portsmouth, N. H.
Benjamin J. Cahoon,	Rec'g ship, New York
Sterrett Ramsey,	Sloop Natchez
Edward T. Dunn,	Frigate Macedonian
John A. Bates,	Sloop St. Louis
Andrew J. Watson,	Sloop Fairfield
Peyton A. Southall,	On leave
Andrew McD. Jackson,	Navy Yard, Norfolk
Wm. P. Zantzing,	Sloop Lexington
William A. Bloodgood,	Waiting orders
D. Fauntleroy,	Sloop John Adams
Thomas Marston Taylor,	Sloop Warren
A. E. Watson,	Brig Dolphin
Joseph Bryan,	Sloop Ontario
Samuel Forrest,	Schr. Boxer
Robert Pettit,	Sloop Falmouth
Philo White,	Navy Yard, Pensacola
Richard R. Waldron,	Exploring Expedition
William Speiden,	Exploring Expedition
Benjamin F. Hart,	Sloop Levant
Horatio Bridge,	Sloop Cyane
Geo. F. Sawyer,	Steam ship Fulton
John C. Holland,	Sloop Erie
Hugh W. Greene,	Schr. Shark

## CHAPLAINS.

Addison Searle,	Navy Yard, Boston
John W. Grier,	Ohio, 74
Charles S. Stewart,	Navy Yard, New York
William Ryland,	Navy Yard, Washington
Timothy J. Harrison,	Waiting orders
Walter Colton,	Navy Yard, Philadelphia
George Jones,	Navy Yard, Norfolk
Thomas R. Lambert,	Waiting orders
James Wiltbank,	Naval Asylum, Philadelphia
Jared L. Elliott,	Exploring Expedition
Peter G. Clark,	Waiting orders
J. P. B. Wilmer,	Frigate Constitution
Rodman Lewis,	Waiting orders

## DEATHS.

In Boston, on Sunday, 21st ult., Dr. JOHN A. BRERETON, of the U. S. army, aged 52.

At the Navy Yard, near Pensacola, on the 17th ult., Dr. WILLIAM PLUMSTEAD, Surgeon U. S. navy, a native of Pennsylvania.

In Philadelphia, on the 30th ult., after a lingering illness, in the 35th year of her age, Mrs. LUCY BROOKE, wife of Gen. GEORGE M. BROOKE, of the U. S. army.

At Plattsburgh, N. Y., on the 30th ult., Lieut. DAVID E. HALE, of the 1st regiment artillery, U. S. A.

At Fort McHenry, near Baltimore, on the 6th inst., Mr. SAMUEL A. CUNNINGTON, Band Master, 2d regiment U. S. dragoons, in consequence of disease contracted while serving with his regiment in Florida.

In Portsmouth, Va., on the 8th inst., in the 73d year of his age, Mr. JAMES B. POTTS, Sailing Master in the U. S. Navy. The deceased was a native of New-Castle on Tyne, England, but was long a citizen of this country, being more than thirty years connected with our navy. For his profession he possessed an enthusiastic attachment, and even in his old age was diligent and faithful in the performance of his duties. It was his delight to dwell upon the bright history of our navy, and note the indications of its future efficiency and glory. His private virtues endeared him to many during his long residence in this place, while his name and family are identified with the earliest and most pleasing recollections of by-gone days. He has left a wife and three children, with an extensive circle of friends and acquaintances, to mourn his death.—*Norfolk Herald*.

In New York, on the 8th inst., in her 42d year, HARRIET, wife of F. W. MOORES, U. S. N.

## CAMBOOSE IRON.

NAVY COMMISSIONERS' OFFICE, May 8, 1839.

PROPOSALS, sealed and endorsed, will be received at this office until 3 o'clock, p. m. of the first day of June next, for furnishing and delivering at the Navy Yard, Washington, D. C., all the Plate, Bar, and Rivet Iron necessary in the construction of twelve cambooses for sloops of war of the 1st class, and ten cambooses for

schooners; each camboose requiring the number and description of plates, bar, and rivet iron following, viz:

## FOR FIRST CLASS SLOOPS OF WAR.

List of iron required for one camboose for a sloop of war of the first class.

Plates.	Long.	Wide.	Thick.	Bar Iron for one camboose.
No.	ft. in.	ft. in.	inch.	No. ft. in.
2 of 4	6	2 0	3-8	3 of 11 0 4 in. wide, 5-8 thick.
2	4 6	1 4	3-8	2 9 0 13-4 do 1-2 do
1	4 4	1 1	3-8	7 9 4 11-4 square.
1	4 4	1 10	3-8	2 10 0 3-4 square.
1	4 4	0 9	3-8	3 6 0 11-8 round.
1	4 6	1 6	5-16	H1 2 0 9 in wide, 3-4 thick.
1	3 9	1 2	5-16	H2 3 0 3 1-2 by 1 1-2
2	2 6	1 7	1-4	1 10 0 7-8 round.
1	4 4	1 8	3-8	1 6 0 11-2 round.
1	4 4	1 3	3-8	Corner or Flanch Iron.
1	4 4	2 6	3-8	2 9 0 4 in. wide, 1-2 thick.
2	5 1	2 1	3-8	2 9 0 3 by 3-8
2	4 8	2 1	3-8	1 7 0 4 by 3-8
1	2 9	1 8	3-8	1 5 0 4 by 3-8
1	2 9	2 0	3-8	1 5 0 4 by 1-4
1	4 6	0 7	1-4	6 9 0 4 by 3-8
2	3 2	0 7	1-4	2 8 0 4 by 1-2
1	4 2	0 1	4-16	200 pounds of round iron for rivets, 5-8 diameter.
1	4 6	1 2	3-8	
1	5 6	2 6	1-16	

26 plates.

The plate iron should be of the best quality, rolled exact to thickness, sheared to the given size, and kept straight and level.

The bar iron, with the exception of the pieces marked H, to be rolled; the edges full and square. Those two pieces marked H, to be of hammered iron, and not rolled.

The flanch iron to be rolled, and must bear to be swaged to a right angle lengthwise, without cracking.

The whole of the bar iron to be cut to the length, and no tails or raw ends left.

## FOR SCHOONERS.

List of iron required for one camboose for a schooner.

Plates.	Long.	Wide.	Thick.	Bar iron for one camboose for schooner.
No.	ft. in.	ft. in.	inch.	Bars. Long.
3	3 0	2 6	1-4	No. ft. in.
2	3 5	1 8	1-4	5 6 0 3 in wide, 3-8 thick.
2	3 3	1 8	1-4	3 7 0 3 by 3-8
1	1 8	1 5 1/2	1-4	5 7 0 3 by 1-4
1	1 8	1 2 1/2	1-4	1 5 0 3 by 1-4
1	3 0	1 1 1/2	1-4	2 6 0 2 by 1-4
1	3 0	1 0 1/2	1-4	1 5 0 1 3-4 by 3-8
1	3 1	1 0	1-4	1 6 0 1 1-4 by 3-8
1	2 6	9	1-4	4 6 4 1 inch square.
1	3 6	1 2	1-4	3 5 6 5-8 square.
1	3 4	10	1-4	2 6 6 3-4 round.
1	3 10	2 1	1-8	60 pounds of half inch round iron for rivets.
1	3 0	1 7	1-16	
1	3 0	1 7	3-8	

18 plates.

The above plate iron to be of the best quality, rolled exactly to thickness, sheared correctly to the size, and kept straight from the shears.

The bar iron to be rolled, with square edges; all the flat iron must bear to swage to a right angle lengthwise, without cracking; to be cut to the proper length, and no tails or raw ends left.

All the aforesaid camboose iron must be of American manufacture, and free from flaws, cracks, and all other defects.

On delivery, the said camboose-iron will be submitted to such test as may be necessary to prove its good quality and conformity to the schedules, which will form a part of the contract, under the directions of the commanding officer of the navy yard, Washington, D. C., and must be entirely to his satisfaction, or it will be rejected, and the contractor or his agent will be required to remove it from the navy yard without delay.

Ten per centum will be withheld from the amount of each delivery made, as collateral security, in addition to the bonds to be given to secure the performance of the respective contracts, which will in no event be paid until the contracts are complied with in all respects.

Ninety per centum will be paid within thirty days after bills for the said iron shall be approved and presented to the Navy Agent.

May 9—td